

16. INTRODUCTION TO THE 'SAFE CYCLING TO SCHOOL' PROJECT

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The purpose of this report is to introduce the 'Safe Cycling to School' project involving **Christchurch Girls High and Boys High Schools** to the Riccarton/Wigram Community Board.

The City Councils 'Safe Cycling to School' project aims, through identifying problem spots and finding engineering solutions, to help children cycle safely and conveniently to school.

'Safe Cycling to School' co-exists with the Council's two other school travel schemes: 'Cycle Safe' cycle competency training and the 'Safe Routes to School'. These tend to focus on primary school children (aged 5-10) and, until 'Safe Cycling to School', a gap existed in the support programme for older children.

THE 'SAFE CYCLING TO SCHOOL' PROCESS (IN BRIEF)

1. Schools are identified for investigation, based on those with the highest existing cyclist volumes (estimated by bike shed bicycle counts), and proximity to other schools, either a high or intermediate. This enables a 'cluster' effect to allow effort/funding to be concentrated in a particular area.

The school-cluster in your area has involved Boys/Girls High Schools, of which Girls High falls in the Riccarton ward.

2. Schools are invited to participate. Students then complete questionnaires, which aim to identify and gather details of the most worrying locations from a child cyclist point of view.
3. The top 'danger spot' locations are identified from the returned questionnaires for further investigation. These tend to be very specific stretches of road or intersections.
4. The most worrying locations are then observed at on-site investigations, which aim to look more closely at the safety issues raised in the returned questionnaires.
5. Coinciding with these on-site investigations, immediately neighbouring households are asked about any problems they have, or have noted others experiencing. This allows for a more balanced set of views-points during the on-site investigations.
6. Developed from the on-site investigations are Scheme Plans. These list the engineering improvements necessary to improve the safety of children cycling to school. The Scheme Plans are distributed as publicity pamphlets to the school community, local libraries, City Council lists of interested parties and to neighbours including, again, the immediately neighbouring households.
7. Following consultation, changes to the original Scheme Plan are made, as newly raised issues need resolving.
8. After construction, traffic safety education will be essential within the schools on how best to use any new cycling facilities in the area.

CURRENT SITUATION FOR THE GIRLS/BOYS HIGH PROJECT

The questionnaires have been returned and the '3 Top Danger Spots for Cycle Safety Concerns' have been calculated from responses from both schools.

Rank	Location
1	Straven Road - Crossing point at Matai Street
2	Riccarton-Straven-Clarence intersection
3	Hagley 'fringe' – Matai-Deans & Fendalton-Harper intersection

BREAKDOWN OF RESPONSES

1. **Straven Road crossing point - at Matai Street**
 - Difficult to cross because of busy/fast Straven Road traffic – 18
 - (north of crossing) Have to avoid cars pulling out after dropping off kids – 4
 - Difficult and dangerous to right turn into bike sheds – 3
 - Dangerous as no crossing is provided – 3
 - Cars too fast/aggressive and don't slow down/stop – 3
 - (Travelling south down Straven) – hard to see around corner - 2
 - Careless/reckless/aggressive drivers try to hit cyclists – 2
 - (Comments on other various difficulties – 13)
2. **Riccarton-Straven-Clarence intersection**
 - Too many cars: dangerous – 4
 - Lanes too narrow at Clarence road approach/exit – 2
 - Lanes too thin exiting into Straven – cars get really close – 2
 - Too many traffic queues/congestion – 2
 - (Comments on other various difficulties – 7)
3. **Matai street-Deans Ave-Hagley Park path intersection**
 - Really busy – 2
 - No help to cross – 2
 - Could easily get hit by a car when you're turning right –2
 - (Comments on other various difficulties – 8)

CURRENT STAGE OF THE PROCESS

Straven Road crossing point - at Matai Street: The Safe Cycling to School project has worked in conjunction with 'Straven Road Kerb and Channel Replacements and Traffic Management Scheme', to design cycling facilities at this point.

Please refer to Brian Neill's Board Report for more details and plan of proposed facilities.

Riccarton/Straven-Clarence intersection: The Riccarton/Straven/Clarence Re-development is already underway as part of another Council project. The Council is currently finalising land acquisition this year, and looking at construction next year. It will be ensured that the needs of child-cyclists will be addressed during this re-development. (Project leader: Paul Roberts)

Matai Street/Deans Ave-Hagley Park path intersection: Following the on-site investigations, Council staff are working through a number of issues needing to be resolved, before the Scheme Plan can be distributed for public consultation.

Community Board members will receive the Scheme Plan publicity pamphlet through the Council's lists of interested parties.

Following Public Consultation, you will be shown final scheme plans for comment. However Board members are welcome to voice any queries, concerns or personal perspectives about these locations to: Victoria Lawson, 371 1614 or victoria.lawson@ccc.govt.nz

In the pipeline are other 'Safe Cycling to School' projects in the Riccarton/Wigram ward. In December 2001, **Branston Intermediate** children completed questionnaires and on-site investigations will take place in February, when the children return to school. **Hornby High** has agreed to take part in a "safe Cycling to School' project and questionnaires will be distributed to students in February, when they too, return to school. The Board will be kept informed of the progress of these investigations.

Recommendation: That the information be received.

Chairman's Recommendation: That the information be received.